

Today's Advertisements.

PHRENOLOGY AND SCIENTIFIC PALMISTRY.

MRS. JOSEFA NORTH Phrenologist and Scientific Palmist has returned to Hongkong for a short season only. Consultations daily between 10 A.M. and 6 P.M. at HONGKONG 107, Room No. 175. Advice in Business, Health and Marriage. Evening Parties and "At Home" attended. W. S. GIVEN, Manager.

Hongkong, 7th May, 1898.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO. THE Company's Chartered Steamship

"NANYANG," will be despatched for the above Ports on TUESDAY, the 10th instant at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 7th May, 1898.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, SUEZ, PORT SAID, VENICE, Fiume, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS).

THE Company's Steamship

"TRIESTE," Captain A. Giltie, will be despatched as above on FRIDAY, the 13th instant, P.M. Silk and Valuable are transhipped at Bombay by an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WHEELER & Co., Agents.

Hongkong, 7th May, 1898.

Intimations.

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SASSAPARILLA. RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediaries' profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with full details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY "JAMES WATSON & CO." is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LTD. THE HONGKONG DISPENSARY. Hongkong, 4th December, 1897.

BIRTHS.

At Kuching, Sarawak, on the 31st April, the wife of C. D. HARVEY, of a daughter.

At Osaka, on the 23rd April, the wife of GAVIN ALKANDER F. ARIST, of a son.

On the 25th April, at Yokohama, the wife of R. PRITZER, of a daughter.

DEATH.

On the 25th April, at No. 30, Sophia Road, Singapore, ELIZABETH CHARLOTTE, wife of Thomas Francis Bacco, of Selangor.

HONGKONG, SATURDAY, MAY 7, 1898.

NOTES AND COMMENTS.

Now that the long looked for news of the Battle of Manila Bay has at length arrived we cordially congratulate the Americans upon their Victory, and at the same time congratulate the Spaniards upon the bold fight they made. Victory cannot come to both sides and a well fought action always deserves praise and this the Americans by no means deny to their brave opponents who made such a heroic stand against them.

The unusually unfortunate circumstances attending the death of Mr. PATTON, cannot but call to mind the fulsome flattery that was poured out on Mr. H.E. WOODHOUSE, C.M.G., when he left Hongkong a few weeks ago. We must not let Mr. PATTON's death at Mr. WOODHOUSE's door, we must not be understood to hint at any such inference, but we can and do express the opinion that Mr. PATTON was unjustly sentenced by Mr. WOODHOUSE, and that the whole history of Mr. WOODHOUSE's career on the bench is far from justifying the eulogies paid to him, as to "fine judgment, tact, knowledge of law and of human nature." In these things he certainly was not phenomenally brilliant; his best friends cannot truly say that he excelled in any of these things. The real reason why he got on at all in the Service was that he was the nephew of Lord WOODHOUSE. Not that we have anything to say in his absence that we would not say while he was here. His judgments were not once or twice, not occasionally in isolated instances, but far too frequently ridiculous and deplorable. He would reverse his own decisions so promptly as to suggest that he realised his own incompetence, and when he would not reverse them on application the higher court would. Besides the Magistracy he had been entrusted at various times with several other kinds of work and in all of them he was chiefly distinguished for incapacity. But he was his uncle's nephew. Why cannot we all have such uncles!

The *Courier de Saigon* has an interesting article on the two "sick men," China and Turkey, in course of which it makes some remarkable references to British policy. It says:—

Instead of being strong to resist attack, like the Turks, the Chinese ask nothing but to give up their empire to whoever is willing to take them. The Confucian philosophy eliminates the warlike fibre from the constitution of the race, and at the same time stunts that development of spirit which would lead to disinterested and self-denying patriotism, and would make great men and great nations. The illustrious Chinese sage made the mistake of thinking that, because self-denial depends on brutal means, therefore it is itself an unworthy thing. He has confused the brutality of the instrument and the nobility of the sentiment.

At the present day the interests of the whole world are threatened by one Empire, the British; the whole world consequently threatens to turn against that Empire. There was a time when Europe had to frame its policy so as to crush the dangerous power of the House of Austria. To-day the British Power must be broken; and in another half a century the danger will be the power of Russia.

In regard to China, the French writer is correct. China is the most peacefully-disposed country in the world. She has absolutely no designs upon anybody; she has no desire to push her trade outside her own borders. Her great object is to be left alone. Consequently she has neglected to develop her fighting capacity. And what is the result? Russia is flinging a large slice of her territory; Germany and France are plotting her spoliation as far as they dare. What would become of the British Empire, of England, of Hongkong, of the hearth and home of every man of us, if we did not keep stronger than any combination of Powers likely to be formed against us? It is very sad, but we must take human nature as we find it.

In regard to Britain it is regrettable that foreigners still live to mistake British aims. Britain never makes war, but carefully climbs down whenever war is threatened, although her fleets could sweep the seas. Britain never excludes aliens from her territories, although many lands are closed against the British. Have the French absolutely no sense of justice? Is it impossible for an Anglophobe to give credit where credit is due?

A correspondent complains to a contemporary that the *Hongkong Telegraph* frankly admitted Britain's need of an American alliance. If we have inadvertently spoken the truth too frankly we are ready to withdraw it and apologise. At the same time, it is not to be denied that the British sincerely desire such an alliance, though we are not very particular whether it is a stated alliance or only a tacit understanding; the latter already exists. Whether Britain "needs" it or not is a question that depends on the definition of "need;" the British Empire has survived for a time, and may struggle on some time longer, without the "Yankees" support; perhaps even without their goodwill sometimes. But it is idle to quibble

about words. Whether necessary or not, the alliance is desirable on both sides. The British are not afraid to make the first offer; it is no less of dignity, nor craving of charity, but a business proposal. We have enough business sense not to expect anything without adequate return; the Americans can take it or leave it, but it will have to come sooner or later. The two nations are already coupled by their foes. Just now, if any necessity exists at all, it is on the American side, for (though unlikely) there is no possibility in the suggestion of an Anti-Monroe coalition of Powers to help Spain. In the French Chamber of Deputies on March 26th M. GROSSIER, socialist, made a sweeping criticism of the foreign policy of the government; M. BARON, speaking in support of M. GROSSIER, introduced the Cuban question, and said:—

"France cannot remain indifferent to the Spanish-American conflict and the monstrous encroachment of the Anglo-Saxon race on the Latin race."

The German attitude is well known; France and Germany did combine to check Japan, and they might try to check America, but for Britain. Deny it who will, it is true nevertheless:

TELEGRAMS.

REUTER'S MESSAGES.

THE AMERICAN-SPANISH WAR.

LONDON, May 4th. The whereabouts of the Spanish Atlantic fleet is still unknown but according to the latest news the combined fleets are assembling at Cadix.

REBELLION IN SIERRA LEONE.

A disturbance has broken out at Sierra Leone and now practically involves the whole colony. The traders' "factories" have been burned, and the native manager of the mission is a prisoner. The rebels are now close to Freetown. Reinforcements have been despatched and H.M.S. *Blake* has left Gibraltar to land a naval brigade at Freetown.

JAPANESE TELEGRAMS.

["Kobe Chronicle" Trans.]

PEKING, April 26th.

Mr. Yano, the Japanese Minister to Peking, has obtained the following concessions from the Chinese Government:—

1.—That no part of Fukien province shall at any time be either leased or transferred to any foreign Power.

2.—That the prohibition of the export of rice from China shall be removed in case of the failure of crops in Japan.

3.—That facilities be given for the opening of mines by Japanese in partnership with Chinese subjects.

No objection has been raised to this arrangement by the other Powers.

TOKYO, April 26th.

Sir Charles Mitchell, Governor of the Straits Settlements, and Lady Mitchell were entertained at the British Legation last night, when Marquis Ito and all the other Ministers were present.

Sir Charles and Lady Mitchell have been invited by the Emperor and Empress to the Cherry Blossom Party at the Mami Palace on the 28th inst.

TOKYO, April 26th.

The Specie Bank has taken up Chinese loan bonds to the amount of ¥5,000,000. It is believed the Bank represents the Japanese Government.

TOKYO, April 26th.

The British warships now lying at Cadix number 22, including the *Cassiopeia*. The *Nicola* and seven or eight other Russian war-ships are at Port Arthur. It is reported that the Russians are closely watching the movements of the British squadron.

YAMAGUCHI, April 26th.

The 2nd year students of the Iwakuni Middle School have made a disturbance and destroyed the class-rooms on account of discontent with the teachers.

LOCAL AND GENERAL.

A BOY named Mak Tak was today sent to the Reformatory for two years for cutting another boy, with whom he had quarrelled, on the elbow with a knife.

WHEN charged with assaulting a schoolboy by slapping his face and also with being drunk and disorderly, a Portuguese sailor named Jap today said he knew nothing about it. A constable said he was striking out at everybody who passed him. He was fined \$10, in default one month.

CAPTAIN Hastings had a "full hand" at the Magistracy to-day and the odours of the place were in full bloom. Fortunately the cases were not long or important ones and the worthy P. M. got them off with excellent dispatch, and the sufferings of those who had to attend were correspondingly lessened.

THE Compania Transatlantica, of Cadix and Barcelona, whose steamers have been taken up by the Spanish Government, has a magnificent fleet of nearly forty vessels. Those of over 3,000 tons net are the *Alfonso XII*, 3,418; *Alfonso XIII*, 3,585; *Buenos Ayres*, 3,755; *Colona*, 3,945; *Concepcion*, 3,331; *Isa de Madama*, 3,235; *Lion XIII*, 3,571; *Magallanes*, 3,551; *Montevideo*, 3,675; and *San Fernando*, 3,831. All these are net register.

BATTLE OF MANILA BAY.

SPANISH SQUADRON DESTROYED.

PIERCE FUSILLADE.

MANILA CITY NOT YET TAKEN.

REPORTED SURRENDER PREMATURE.

SHARP FIGHTING.

The U.S. revenue cruiser *Eugene M. Cullough* arrived to-day, and the Captain and all on board had strict orders to give no information to anybody; but accidents will happen, and murder will not. Never mind how we got it; this is the story of the battle.

In the first place the telegram announcing the capitulation of Manila is untrue. The origin of it may perhaps be traced to the rebels, if we remember that when attacking Bolinao in February the rebels wished to wire to the world the fall of Spanish power in the Philippines. If they wished it then, they would probably do it now if they could; and apparently they have managed. Anyhow, the fact is that Manila at the time the *McCulloch* left had not yet surrendered, and the city had not been attacked, although the fleet and forts had been annihilated.

On Saturday night, 30th April, the American fleet sailed into the southern channel, between the islets of Caballo and Fraile (the Horse and the Friar). The night was rather bright moonlight, and although there were no search lights, and although the ships were painted very dull grey, they were seen when about half through. The island forts opened fire and the American ships replied, but did not stay nor alter their course, and very soon the ships were out of range; the impregnable forts were simply snubbed, and calmly ignored. The American squadron sailed straight up the bay and circled about off the city of Manila until daylight, but found no Spanish fleet there. As daylight dawned the Spanish forts were sighted off the strongly fortified harbour of Cavite, about eight miles from the city of Manila. The Americans closed up and gave battle at once. The American squadron went in line ahead about four or five ships' lengths apart at moderate speed. The Spaniards had ten vessels altogether, the flagship *Reina Christina*, *Castilla*, *Don Antonio de Ulloa*, *Isa de Cuba*, *Isa de Lucon*, and four smaller gun-boats; the Spanish mail steamer *Mindanao* was with them, having been roughly fitted up as a cruiser with a few guns. The Spaniards were drawn up in line, backed and flanked by the batteries of Cavite, the *Castilla* was moored head and stern and the other ships were under steam but were keeping their position as much as possible. The Spaniards were the first to open fire when the range was too great for any practical use. The Americans held their fire until about two miles and a half away, when the leading ship of the line, the *Olympia*, as she led the way across the front of the Spaniards, let go a whole broadside and her four big turret guns; the others came after her in Indian file and did the same, parading in front of the Spaniards and letting drive as each passed, except, of course, the *McCulloch*, *Narwhal*, and *Zeffir*, which stayed at a comparatively safe distance, though not quite out of range, for a few shots fell around them. The Spaniards did not come out at all, but kept their line as near as they could, while the Americans steamed up and down across their front, backwards and forwards, broadsiding all the time. The range was too long for the Spanish gunnery to be at all effective. The Spaniards are notoriously duffers at artillery, according to all the traditions of warfare, and their guns are poor compared with the modern weapons of the Americans. The Americans were particularly pleased with this, their first experience of serious work with modern artillery. They found that they were able to keep up a remarkably rapid fire with greater accuracy than is usually expected. The sides of each vessel were simply a continuous sheet of flame, an unbroken stream of shot and shell pouring into the enemy and finding mark almost every time. Six times the American ships filed across the front of the Spanish position. Then they hauled off for breakfast, having already done enough to assure victory. The *Castilla* was on fire and must have been in a sinking state. The *Rana Christina* had her engine room wrecked and later in the day these two vessels burnt to bits by the edge. The smaller vessels were driven behind the Cavite mole and breakwater, the *Mindanao* was run ashore, and a torpedo-boat which tried to steal out into the offing and attack the three non-combatant vessels *McCulloch*, *Narwhal*, and *Zeffir*, was simply blown to bits by quick-firing guns and only just managed to reach shallow water.

After breakfasting and reviewing the general condition of the ships Commodore

Dewey brought his fleet back into action. The Spanish squadron was practically not worthy of further notice but the forts at Cavite still had to be reduced. Close-range peppering for 30 minutes sufficed to silence every gun on shore. Still the cruiser *Don Antonio de Ulloa*, with a bravery which cannot be too highly eulogised, kept the flag of *Castilla* flying proudly, determined to die fighting. The decks were swept of every living creature but the lower guns still spat out their defiance with a desperate bravery worthy of the brightest traditions of Old Spain. The Americans could not but admire the heroic spirit displayed; but they had to go on killing, for war has its stern necessities, and the brave men of the *Ulloa* went down with her. The hull was riddled like a sieve and the flag was still flying as she sank, carrying with her, living and dead, as brave men as any that were ever sacrificed in battle in the history of the world.

This disposed of all the combatants, and the American Commodore ordered in his light-draught vessels to apply the finishing touches and destroy the Navy Yard and whatever small craft there might be of a nature to give trouble. The *Concord*, *Pitt*, and *Raleigh* were detailed for this duty, but the last named, drawing 20 feet, stuck in the mud twice and had to leave the work to the two smaller boats. The Spaniards, however, had very little left for the victors to destroy. The gunboats inside the mole were either burned or sunk, some by the enemy and probably some by their own crews, there is no telling which. The Arsenal had been shelled to pieces, burnt, and altogether almost obliterated. The American gunboats finding nothing else in the way of resistance and seeing that the Spanish flag had been hauled down at Cavite, put up a signal announcing to their Commodore that the enemy had surrendered, an announcement which, as might be expected, was greeted with furious cheering from all the ships.

It was a remarkable victory, from the fact that not a single man was killed or seriously wounded on the American side nor a ship injured. Six men were slightly hurt on the *Baltimore* by an explosion of ammunition on the upper deck, while on the other hand the Spaniards estimated their loss at about 1,000 killed and wounded. The *Reina Christina*, *Castilla* and *Don Antonio de Ulloa* accounted for the bulk of the losses. The *Christina* had, besides the Spanish Commodore wounded, her Captain, one lieutenant, the chaplain and a midshipman killed by a single shell wrecking her bridge, and 80 men killed and 60 wounded, throughout the action. The *Castilla* had 110 killed and wounded. The *Don Antonio* went down with all hands and the shore batteries suffered very badly, though there is no account of their exact loss. This is a remarkable instance of the advantage of long-range fighting to the side that is best in its artillery and in its marksmanship. A short-range fight must have cost the Americans some loss of life, but as the Japanese did with the Chinese the Americans did with the Spanish, maintaining a distance which kept themselves comparatively safe while deadly to the enemy.

The operations above described occupied the greater part of the day, and late in the afternoon the American squadron anchored off the city of Manila, the *Boston* and *Concord* being told off to keep a lookout at Cavite. Efforts were made to induce the authorities ashore to capitulate without the necessity of a bombardment. Already Commodore Dewey had strained a point to spare the city, for in the early morning, before the naval action a battery of ten-inch guns at Manila itself opened fire at the American ships as they went to meet the Spaniards at Cavite. It was nothing but the generosity and merciful disposition of the United States Commander which spared the city from a reply which was fairly called for. During the naval action the same ten-inch battery at Manila kept launching shot and shell at long range among the American squadron without effect, but with the best intentions in the world. After the battle was over, this shore battery hoisted the white flag.

Next day, May 2nd, the *Raleigh* and *Baltimore* were sent to demand the surrender of the forts at the entrance of Manila Bay. This was arranged without any trouble, for resistance, of course, was utterly useless and would simply mean needless slaughter. On the 4th May, the Americans were in full occupation of Cavite and were doing the best they could for the sick and wounded Spaniards whom they found there. It was quite a surprise to most of the Spanish and Filipino to find that the description of the Americans as ruthless savages was utterly untrue, and that these "social excrecences" were really humane, courteous and sympathetic conquerors. Up to the time the *McCulloch* left Manila the terms of the surrender of the city had not been settled

and the Spaniards were still in possession, but negotiations were proceeding and there is every reason to anticipate that the surrender must have taken place yesterday or the day before.

To the kindness of Dr. KINDELSCHER, of the U.S. flagship *Olympia*, we are indebted for the following narrative of the operations of the American fleet:—

The doctor says the fleet left Mrs Bay on the 27th ult. for Manila, going first to Cape Bolinao. When on the coast of the Philippines and after looking in at Subig, the *Boston* and *Concord* were sent to reconnoitre in the vicinity of the entrance to Manila. Then the ships entered Manila Bay between midnight and 1 a.m. on Sunday, May 1st. The fleet entered in line, the *Olympia* leading, between El Fraile and Corregidor, in the Southern Channel, the former place having two 8-in. guns mounted, which the American fleet subsequently destroyed. Several shots were fired at the ships from the batteries on Pulo Caballo, a small island beyond El Fraile, but all carried high and missed. The *Boston* and *Raleigh* replied first. It was said that two torpedoes were fired at the fleet but nobody seems to have seen what became of them. The fleet then steamed slowly up the bay in line and finally circled round towards Cavite, the fight beginning at 5.30 a.m. on the 1st inst. The fleet made two circles, each ship firing in turn, the batteries and Spanish ships replying. There were about 11 Spanish ships off Cavite but they were not all fighting. The American ships drew off at 8 a.m. to allow the men time for breakfast and a council of war was held. At 10.30 a.m. two of the U.S. warships were ordered in to silence the batteries on a sandy point near Cavite and they did so. The Spanish ships mounted nearly as many guns as the American, and were well equipped. The only disadvantage they had was in the *Castilla* being a wooden vessel. No casualties occurred in the American crews but the Spanish suffered severely afloat and ashore. The *Boston* was struck by a shot which set one of the officers' rooms on fire. The *Baltimore* had a ricochet shell fall on her deck, but it was spent and did no damage. The *Pitt* and *Concord* were not hit, but the *Olympia* was hit 13 times altogether. The American sailors worked their guns very well, and acted just as coolly as if at target practice. A number of hospital patients (Spaniards) were taken from Cavite by an American tug and conveyed to Manila. The Spaniards are described as fighting their ships and forts very well.

It is reported that a Spanish gunboat a few days ago captured a small coal-laden American sailing ship off Iloilo. There was a small Spanish gunboat up the river at Manila, another at Iloilo and one at Bolinao when the *McCulloch* left, but no trouble was expected from them. Admiral Dewey sent in an ultimatum to the Spanish authorities, that if any more shots were fired at the fleet he would bombard the town.

Our courteous and well-posted informant, Dr. KINDELSCHER, is returning to the States by the next American mail steamer.

The *McCulloch* made the journey from Manila to Hongkong in the fast time of 48 hours.

Messrs. Benjamin, Kelly and Potts' *Weekly Share Report*, dated Hongkong, Friday, 6th May says:—After the heavy settlement, which passed off satisfactorily, a better tone has prevailed in the market, and several stocks have improved their position. Banks—Hongkong and Shanghai Banks have improved their position and have been placed at 184, 185 and 186 per cent premium, the market closing firm with further buyers. The London rate is £45.15. Nationals remain unchanged. Marine Insurance.—With the exception of small lots of Canton, which have changed hands at \$140 and later at \$135, there is no change to report in stocks under this heading. Fire Insurance.—Both Hongkong and China Firms are quiet with probable sellers at quotations. Shipping.—Hongkong, Canton and Macao Steamboats are still on offer at 168. Indo-China are much firmer, and share have been sold at \$51, \$52 and \$53. Douglas Steamships have been dealt in small parcels at \$38. Refiners.—China Sugars have advanced to \$162, and close steady at the rate. Lard—jumped to \$40 with sales and further buyers. Milling.—Penjans are firmer, and shares are required for at \$51. New Balmoral Preference have been taken off the market at \$1. Jubilee are wanted at \$1.75. Great Eastern and Caledonian have changed hands at \$3.60 and \$3.70, and close with sales at the latter rate. Banks have been sold during the week at \$37, \$38, \$39, \$40, \$41, \$42 and \$43, and close firm at the latter rate. We received a wire from Singapore stating that 2,400 tons of ore crushed, valued 2,400,000, were of good quality. Officers B have been placed at \$81. Ducks, Wares and Goods.—Hongkong and Whampoa Docks have been placed at 252 per cent premium. Kowloon Wharfs are firm at \$15. Lard, Hotels and Buildings.—Hongkong Lard have been sold at \$75, and close with sales. Hongkong Hotels have changed hands in small lots at \$82 and \$85. Cotton Mills.—No business to report. Miscellaneous.—A.S. Watsons have been placed at \$111 and \$112.50. Electricity have been fixed at \$91. Transfers were sold at \$100. Loss have been done at \$107.

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NOTES FROM THE PHILIPPINES.

THE REBELLION.

The latest Manila papers barely refer to the late events in the City and Island of Cebu, the Manila Post Office has also detailed letters for the neighbouring Colonies to prevent any information leaking out about the critical state of the Archipelago in general—so much for the sacredness of correspondence, and Spain's solemn obligations as one of the signatory powers to the Postal Union, like many other of her treaties, made to be broken when it suits her convenience.

From private advices through Hongkong we know that the City of Cebu has been almost entirely and wantonly destroyed by the Spanish fleet and the rebels taken by the hills or across the Straits to the neighbouring Islands of Negros and Panay, where a serious outbreak may at any moment occur. Such was the terror in Iloilo that all the principal families have escaped across to the Island of Guimaras opposite, where they are encamping on the beach and in temporary huts waiting for events. The Governor of Iloilo has issued a peremptory proclamation ordering and commanding them to return and thus give an example to the rest, of their patriotism and love for Spain, who is every ready to protect their faithful children, but who these people politely decline with thanks. They have already seen the fate that has befallen peaceful inhabitants in other towns and villages, being shot down and butchered by the troops on the slightest disturbance, and have no desire to encounter a similar experience should any alteration in the peace of Iloilo happen. Several gunboats are patrolling the coast and the Straits, but have only succeeded in catching one schooner with rebels.

The temperature at Manila is at boiling point but it is hoped the rebels, when the crisis comes, will continue to display the same generosity and forbearance they have hitherto displayed in conducting the war.

Under any further outrages are committed by the Spaniards an immediate descent on Manila is not to be feared.

The central provinces of Luzon are quiet at the moment preparing for the coming storm.—Singapore Free Press.

THE PLAGUE.

We were informed by the Secretary of the Local Government that there has not been any case of plague in their office, as stated in our issue of last night. We have consulted the case reported from the office of Messrs. Meyer & Co. on the 2nd floor of Victoria Buildings. We regret having inadvertently made the mistake.

A Chinese Sergeant of Submarine Miners went off parade yesterday morning sick and this morning he died of plague.

A private in the King's Own Regiment was today taken to hospital for observation, he being suspected of having plague.

Sergeant Williamson today charged two Chinamen with attempting to remove a plague patient by the steamer *Hankow*. The case came from 154 Queen's Road East. Each of the defendants was fined £10.

That gruesome object, the dead box, is becoming quite a familiar sight in Hongkong just now and every day it is to be seen going along the main streets. A dead body of a child was picked up this morning near the entrance of the Gardens, having been thrown down by a Chinaman who ran off when he saw a Sikh constable approaching. A corpse in a fearfully decomposed state was found yesterday on the Shau-ki-wan Road, and every day similar finds are being made.

The Captain Superintendent of Police, Hon. F. H. May, is doing most valuable work just now in the matter of checking the ravages of the plague. It may be that Mr. May is not particularly called upon to do the work but he is not early every morning inspecting suspected houses and he has succeeded in effecting some very great reforms. At 7.30 a.m. today he visited 27 Gough Street and found obstructions on the first floor and over the stair case. He ordered their removal and as he was leaving the occupant said something insolently in Chinese. A native constable with Mr. May interpreted the words as being "Chop your head off" the man also used threatening gestures. He was charged at the Magistracy today with threatening language and having nothing to do but to go forward, he was sent to goal for fourteen days.

During the 24 hours up to noon, 6th May, 20 new cases and 6 deaths from plague were reported, making the total since 1st January (146 days) 839 cases and 703 deaths.

SAUVE QUI PEUT!

Passenger List for *Manila de Panay*, arriving in Singapore from Manila—44 troops, 39 passengers for OFFICIALS.

Officials are usually braves on the wheel. Of Commerce, wherever it's growing. And Merchants do not, I believe, often feel they are in the position of owing.

Very much to their efforts, or what these same do. Or to what in the past they have done, but I don't think—although we might spare one or two.

We could part with One Hundred and One. It's unlikely we have them to spare, for I'm sure.

In these days of the care for the penny, The whole of our staff, it is much, is not more; (I much doubt if it runs to as many).

'Tis the secret of England's Colonial ken, And of how she there, "captures the bun," While we run the show with a half-dozen men, Others must have their Hundred and One.

But our little lot have been frequently tried, And stuck at their posts to a Man; No shirking, or sign of a turning aside, Whenever the trouble began.

'Tis recognised then we are all in the swim, (Or, as it is mostly called—"Fun") We can all pull together when chances look slim, And emerge—praise a Hundred—praise One.—Singapore Free Press.

This European press—excepting that of Russia—is greatly worked up over the mystery which surrounds the departure of two Russian battleships from the Black Sea. The treaty stipulations between Turkey and Russia expressly forbids any Russian war vessel to pass through the Bosphorus, and hitherto the Sultan has only given permission to vessels of the Russian volunteer fleet to pass through the Bosphorus. The armoured-clads referred to as having violated the treaty stipulations are said to have sneaked through in the night time, and an investigation is on foot to locate the responsibility.

THE "MAINE" DISASTER.

THE VERDICT OF THE COURT.

The finding of the court of inquiry was reached after twenty-three days of continuous labour, on the 21st of March, and having been approved on the 22nd by the Commander-in-Chief of the United States naval force on the North Atlantic station, was transmitted to the Executive. It was laid before the Congress, on March 28th together with the voluminous testimony taken before the court.

Its purport is in brief as follows:—When the *Maine* arrived at Havana she was conducted by the regular Government pilot to buoy No. 4 to which she was moored in from five and one-half to six fathoms of water. The state of discipline on board and the condition of her magazines, coal bunkers and storage compartments are passed in review, with the conclusion that excellent order prevailed and that no indication of any cause for an internal explosion existed in any quarter.

At 8 o'clock in the evening on February 15th everything had been reported secure and all about was quiet. At forty minutes past 9 o'clock the vessel was suddenly destroyed. There were two distinct explosions with a brief interval between them. The first lifted the forward part of the ship very perceptibly; the second, which was more prolonged, is attributed by the court to the partial explosion of two or more of the forward magazines. The evidence of the divers establishes that the after part of the ship was practically intact and sank in that condition within a very few minutes of the explosion. The forward part was completely demolished.

Upon the evidence of concurrent external cause, the finding of the court is as follows:—At frame 17 the outer shell of the ship, from a point eleven and one-half feet from the middle line of the ship and six feet above the keel when in its normal position, had been forced up as far as to be about four feet above the surface of the water; therefore, about thirty-four feet above the outside bottom plating is bent into a reversed 'V' shape, the after wing of which, about fifteen feet broad and thirty-two feet in length from frame 17 to frame 25, is doubled back upon itself against the continuation of the same plating extending forward.

At frame 38 the vertical keel is broken in two and the keel bent into an angle similar to the angle formed by the outside plating. This break is about six feet below the surface of the water and about thirty feet above its normal position. In the opinion of the court this effect could have been produced only by the explosion of a mine situated under bottom of the ship, at about frame 38 and somewhat on the port side of the ship.

The conclusions of the court are: That the loss of the *Maine* was not in any way due to fault or negligence on the part of any of the officers or members of her crew. That the ship was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines; and that no evidence has been obtainable fixing the responsibility for the destruction of the *Maine* upon any person or persons.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE BITTER CRY OF THE CUSTOMS STAFF.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—The leading article about I. M. Customs salaries you published in your issue of the 14th inst. has been read with great satisfaction by all members of the Staff. There is no doubt that you have done them a great service by making their dissatisfaction known to the public. Your "lover and 'Bondholders' communication may possibly be the means of drawing the attention of the Foreign Ministers at Peking and the authorities at home to the matter. Even if it is true that the British Minister is not at home for any complaint not connected with trade, perhaps the French, German and Russian Ministers may put in a good word for the people whose services guarantee the interest on our loans.

The only fault to find with "Bondholders' statement is that he has not put his case strong enough. He complains principally about the small pay (of the 100 employees, who draw, he says, a gratuity of £600 or more after seven years service etc. etc. Will you allow me to explain to your readers the position of a married out-door employee, say one, who has served sixteen years? His rank is Assistant Examiner, his pay is £120 plus £75, house rent, equal to £135 of £14. When he is married, sixteen years ago, his pay was £75 plus £10, rent allowance, equal to £85 of £17. He has drawn after about 12 years service one gratuity which amounted to £1,400—£150. He has had one year's leave and drawn during that time 1 year's pay £1,080—£110. Part of this paid him and his family's passage home and back while his gratuity paid part of his expenses during his leave. His savings went in paying the balance of passage and expenses. Now let us count what he can save, say he has three children. His expenses are as follows:—

Housereat £35 (a healthy 4 roomed house cannot be got for less.)

Cook 8

Coal 6

Amah 8

Life Assurance £100 20

Food 40 (does not, of course, include wine, spirits or treated water.)

Clothing, shoes, etc. 10 (does not include Manila lottery ticket.)

Incidentals 10

Total £127

Income 135

Balance £ 8 (say eight dollars) left for amusements, for refreshment if a friend comes to see him, and—for savings—

And all that at an age of forty years after 16 years service and for doing the most responsible part of the whole Customs work.

What is that man to do, starve or steal? It is really not surprising that many let their life assurance lapse, the present need is more important. There is no money to save, no money to educate their children, no pension to look forward to. It is living from hand to mouth and the devil take the hindmost. It is not a "Bitter Cry" that sounds through the whole of China, it is a "Cry of Despair" and woe to those who can and will not hear.

THE CRY OF DESPAIR.

4th MAY, 1898.

N. B.—As regards "Bondholders' statement, that Indoor Employees' gratuities are paid in silver, your correspondent causes a misunderstanding, they are paid in silver but at the rate of 80 to the taal; the Outdoor men at the current rate of exchange—110 to the dollar.

THE SPANISH-AMERICAN WAR.

[FROM JAPANESE PAPERS.]

NEW YORK, April 23rd.

The United States squadron has blockaded the coast of Cuba from Bahia Honda on the north coast to Cienfuegos on the south, and has destroyed part of the railway running across the island from east to west thus cutting off the Spanish communications.

The above telegram is stated to have been received by the U.S. Minister in Tokio. A telegram from the U.S. Minister was received yesterday at the local Consulate, reading:— "Under resolution Congress President has ordered blockade Cuba ports."—En. Kobi Chronicle.

A telegram from Europe to the Government yesterday states:—The European Powers will hold an international conference in regard to the American-Spanish war.

The U.S. gunboat *Monocacy* has been ordered to proceed to Hongkong.

HONGKONG WATER SUPPLY.

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The gallows yard situated outside the front gate is now enclosed by a high wall. Into one side the public were admitted. At about 6.30 a.m. the City Magistrate, Mr. Carvalho, arrived, when the party drew up in the entrance of the prison, consisting of Surgeon-Captain Jackson, Superintendent of the Jail, Mr. Brierley, Head Jailor, and Mr. Carvalho, the Magistrate.

The prisoner was led down the centre walk of the prison, flanked by the Jailor and Native Police, and the gallows were opened. The prisoner alighted and the while singing "Narayan Jai Govind" etc. He was then led to the gallows, where he stood for a few minutes, and then he was hanged.

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